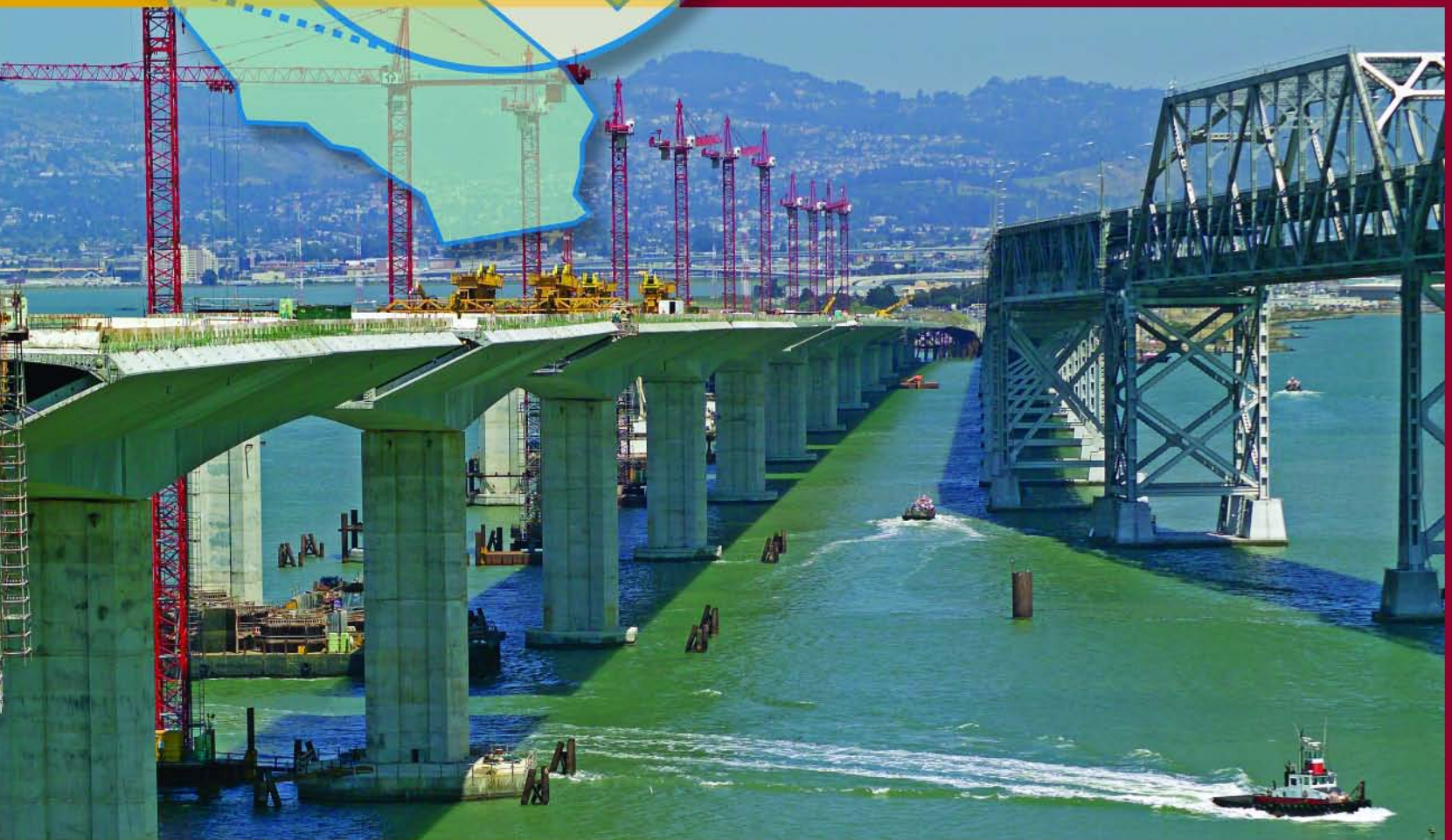


February 2006

# Annual Report to The San Francisco Bay Area State Legislative Delegation



METROPOLITAN  
TRANSPORTATION  
COMMISSION



MOBILITY

SECURITY

TECHNOLOGY

SMART GROWTH

COMMUNITY

INVESTMENT







**METROPOLITAN  
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February 2006

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**Therese W. McMillan**  
Deputy Executive Director, Policy

**To Our State Legislators:**

The Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) are pleased to submit this report summarizing our legislative priorities for 2006. With transportation infrastructure front and center on Sacramento's legislative agenda, this is the year to invest in our state's mobility. This report recommends nine key principles that should be embodied in any infrastructure bond proposal put before the voters. In summary, MTC feels the bond should be large enough to make a difference, should allocate the majority of funds according to the existing State Transportation Improvement Program (STIP) process, while also providing funding for new areas such as goods movement, air quality and transit-oriented development, including affordable housing.

This report also provides an update on some of our recent accomplishments. Since last year, MTC and BATA have taken important steps to fulfill our new responsibilities under Assembly Bill 144 (Hancock), the legislation that developed a full funding plan for the seismic retrofit of the San Francisco-Oakland Bay Bridge. In addition, as the agency managing FasTrak™ — the automatic toll collection system on the seven state-owned toll bridges — we are working actively with Caltrans to increase participation and have seen signups increase by almost 100,000 new customers in 2005. MTC also has a number of initiatives aimed at making better use of our existing transportation resources, including a pioneering transit-oriented development policy, the award-winning 511 traveler information service and our Lifeline Transportation Program.

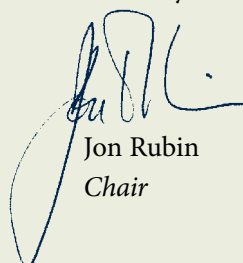
We look forward to working with you and your staff in the coming months. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

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Sincerely



Jon Rubin  
Chair

# Annual Report to the San Francisco Bay Area State Legislative Delegation

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## Nine-County San Francisco Bay Area Transportation Network



Note: Dark gray lines indicate highways; the colored lines illustrate the Bay Area's extensive public transit network with its numerous operators.



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## MTC Principles for a Successful Infrastructure Bond

*MTC applauds the Legislature's and the governor's recognition that the time has finally come to renew the state's investment in our transportation infrastructure. With the introduction of Senate Bill 1024 (Perata/Torlakson), Assembly Bill 1783 (Nuñez) and Governor Schwarzenegger's Strategic Growth Plan, it appears likely that voters will be asked in 2006 to authorize billions of dollars in general obligation bonds to improve California's mobility.*

*With \$8.5 billion approved in 2004 alone, Bay Area voters have proven to be generous when it comes to local transportation ballot measures, preferring well-crafted plans that invest in public transit and other modes as well as highways. As the Legislature convenes a conference committee to hammer out the details of a final bond package, MTC offers the following policy principles as a guide for crafting a measure that addresses our state's and region's transportation needs.*

### **Principle 1: Provide Enough Funding to Make a Difference**

After years of neglect, California's transportation system has huge shortfalls in virtually every category. California ranks dead last among the 50 states in per capita spending on highways. A comprehensive assessment reported to the Legislature in 1999 by the California Transportation Commission (CTC) found that the state's unfunded transportation needs over the next 10 years amounted to a whopping \$117 billion. The San Francisco Bay Area alone faces shortfalls of \$4.1 billion for transit operations and capital replacement, \$6.1 billion for local street and road maintenance, and \$7 billion for state highway system repairs over the next 25 years.

### **Principle 2: Protect Proposition 42 Funds**

A secure Proposition 42 will provide an ongoing, growing revenue stream of approximately \$1.4 billion per year for local streets and roads, transit and highways. Passed with 69 percent of the vote in March 2002, Proposition 42 has not lived up to its promise. Nearly 90 percent of Proposition 42 funds were used to backfill the General Fund deficit during FY 2003–04 and FY 2004–05, amounting to a \$2 billion loss for infrastructure investment.

Proposition 42 is now the *only* source of state funding for new capacity on the state highway system. With state and federal gasoline tax revenues fully absorbed by the cost to maintain our aging state highway system, the State Transportation Improvement Program (STIP) is entirely dependent upon Proposition 42 revenues for funding.

Proposition 42 also plays a critical role in funding local street and road repairs and transit operations and improvements. Specifically, after FY 2007–08 (the last year of the set-aside for the Traffic Congestion Relief Program) each of these categories can expect at least the amounts shown in the chart below, assuming \$1.4 billion in revenue generated.

<b>Proposition 42 Program Element</b>	<b>Amount FY 2008–09 and Beyond</b>
State Transportation Improvement Program (STIP)	\$560 million
Local Streets and Roads	\$560 million
Public Transportation Account	\$140 million
State Transit Assistance (STA)	\$140 million
<b>Total</b>	<b>\$1.4 billion</b>

The governor's FY 2006–07 budget proposes to fully fund Proposition 42, and to provide early repayment in the amount of \$920 million for prior Proposition 42 loans to the General Fund (see chart on the next page). This leaves approximately \$430 million outstanding to be repaid in FY 2007–08 and \$860 million in FY 2008–09. These outstanding loans should be repaid by the bond as proposed in SB 1024.



Evening traffic congestion on California State Route 24

## San Francisco Bay Area Share of Proposition 42 and Early Loan Repayment Proposed in Governor's FY 2006–07 Budget

### Summary

Local Streets and Roads <sup>1</sup>	\$ 47,523,591
State Transportation Improvement Program (STIP)	145,589,768
State Transit Assistance (STA)	27,053,386
<b>Total Bay Area Share</b>	<b>\$220,166,745</b>

### Summary of Funding for Streets and Roads, by County

Alameda	\$ 9,337,313
Contra Costa	6,530,481
Marin	1,767,965
Napa	1,186,385
San Francisco	5,354,184
San Mateo	4,892,919
Santa Clara	11,419,853
Solano	3,181,307
Sonoma	3,853,184
<b>Regional Total</b>	<b>\$ 47,523,591</b>

### Summary of State Transportation Improvement Program (STIP) Funding, by County

Alameda	\$ 22,787,325
Contra Costa	14,764,680
Marin	4,312,643
Napa	2,673,901
San Francisco	11,644,763
San Mateo	12,002,580
Santa Clara	26,679,375
Solano	6,991,252
Sonoma	8,537,400
Estimated Interregional Transportation Improvement Program (ITIP) Funding	35,195,850
<b>Regional Total</b>	<b>\$145,589,768</b>

### State Transit Assistance (STA)

AC Transit	\$ 2,167,634
BART	4,983,758
Caltrain	819,775
Golden Gate Transit	811,972
SamTrans	958,846
San Francisco Muni	6,813,879
Santa Clara VTA	2,923,972
Other Transit Agencies/Programs <sup>2</sup>	7,573,550
<b>Regional Total</b>	<b>\$27,053,386</b>

1) Local street and road funds are based on early loan repayment proposal, not Proposition 42.

2) Includes STA funds for LAVTA, Tri Delta, WestCat, Sonoma County and cities of Benicia, Dixon, Fairfield, Healdsburg, Santa Rosa, Union City, and Vallejo as well as funds for regional transit coordination programs.



Peter Beeler

The Port of Oakland is one of the fastest growing maritime facilities on the West Coast.

### **Principle 3: Invest in a Multimodal System**

The final bond measure should invest in a multimodal transportation system that embraces the diversity of needs in the Bay Area, including transit and highway improvements as well as goods movement, the maintenance of the existing road network, transit security, and emergency preparedness. This could be achieved by directing the majority of funds into the STIP, though some categories of need may warrant a separate program as discussed on page 5.

With regard to transit, bond revenue should be used to support large one-time capital expenditures, such as rehabilitation and/or replacement of rail cars or buses, or costly security investments, such as communication systems.

MTC believes the bond should provide funds to repair state and local transportation infrastructure. We support the governor's proposal to dedicate a portion of bond funds to rehabilitating the State Highway System, though the State Highway Operation and Protection Program (SHOPP).

### **Principle 4: Support Livable Communities**

Land-use decisions affect regional travel patterns as well as opportunities within communities for biking, walking or using transit. Since 1998, MTC has been supporting more pedestrian- and bicycle-friendly environments through our Transportation for Livable Communities (TLC) program. In 2000, MTC launched the Housing Incentive Program (HIP), which provides funds as a reward to cities and counties that encourage developers to provide dense housing within walking distance of major transit routes. In 2005, MTC adopted a Transit-Oriented Development policy to condition new transit investment upon supportive local land-use plans and policies.

The Bay Area's Smart Growth Vision recommends that future development take place around major transit lines or in other infill locations within the urban core to increase regional housing stock and improve transportation options. MTC believes that offering incentives to local government is the most effective approach the state can take to achieve these desirable land-use patterns.

To that end, the infrastructure bond should include a fund source to support local planning efforts and promote affordable housing in the proximity of transit stations. SB 1024 addresses this principle through three dif-





The Oaks at North Park Apartment Village in San Jose is a pedestrian-friendly, high-density community with convenient access to public transit.

ferent programs — the Transit-Oriented Development Implementation Program, the Regional Housing and Community Growth Incentive Account and the Affordable Housing Incentive Program. Similarly, AB 1783 calls for making investments that encourage smart growth and support livable communities. In contrast, the governor’s Strategic Growth Plan lacks any funds to promote livable communities.

### **Principle 5: Adopt a Programmatic Approach**

MTC recommends that the majority of funds be allocated to existing programs, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement, security and emergency preparedness, air quality, bike and pedestrian and intelligent transportation system programs. Should the final proposal include specific “earmarked” projects, we strongly encourage that they be fully funded.

Under the current STIP process, 75 percent of funds available are designated for regional priorities selected by regional transportation planning agencies, while the remaining 25 percent are for interregional projects chosen by Caltrans. This division of funds reflects the fact that most traffic congestion is regional in nature. While in recent years funding for the STIP has dried up, MTC believes that its structure and project-selection process is sound and urges the Legislature to consider directing most bond revenues for transportation improvements into the STIP, as proposed in SB 1024. This will ensure that the projects selected are truly the top priorities of each region, and will enable the funds to be put to use as quickly as possible, since there would be no need for new procedures to be developed.

However, the county-share structure in the STIP, combined with the shortage of funds, does not adequately address certain critical needs or major interregional projects. For instance, there is much work to be done in the area of planning for transportation infrastructure security and emergency preparedness. With the federal government also engaged in this issue, the state could help local and regional agencies by providing the resources to do planning and prioritization work to ensure that federal funds are put to the best use.

Goods movement also presents unique challenges. Shipments of cargo containers in California are expected to triple over the next 20 years. In most of the state, the vast majority (80 percent in the Bay Area) of goods

movement travel is by truck. In recognition of the challenges this growth in trade will create for our transportation system, AB 1783, SB 1024 and the governor's plan each include goods movement programs. To address these types of needs, we recommend that the bond include a program where projects may be submitted by local or regional agencies, as well as the state, with final selection made by CTC, based upon objective performance measures.

### **Principle 6: Expedite Project Delivery**

MTC supports the governor's proposal to allow Caltrans to use design-build and design-sequencing contracting methods for transportation projects. According to a 2005 report prepared by the Legislative Analyst's Office, local agencies with design-build authority in California reported time savings, fewer claims and less litigation as a result of design-build. Eight states (Arizona, Colorado, Florida, New Jersey, North Carolina, Ohio, Utah and Washington) and many local agencies in California already have some type of design-build authority. By extending this option to Caltrans, the Legislature can help to ensure that additional funds provided by the infrastructure bond will improve mobility as soon as possible.

### **Principle 7: Provide Adequate Mitigation and Protection for the Environment**

According to the California Air Resources Board, roughly half of the state's air pollution comes from vehicle emissions. And while vehicles are getting cleaner, the growth in the number of miles driven each year, particularly in terms of truck traffic, means that improving the state's air quality will remain a challenge over the next decade. Transportation projects also can result in a loss of open space or impose other environmental costs, such as a loss of valuable ecological habitat. For these reasons, MTC believes that it is appropriate for the infrastructure bond to provide funds for air quality improvements and other environmental mitigation. The current versions of the governor's proposal, AB 1783 and SB 1024 each include programs to curb air pollution. MTC urges our legislators to ensure that the final bond package addresses these important needs, and that the funds are invested equitably throughout the state.



© Barrie Rokeach

On a clear day, Mt. Diablo can be seen rising beyond the Oakland hills.



## Principle 8: Reward Self-Help Counties

MTC believes the infrastructure bond should reward the state's self-help counties, which have invested billions of dollars in the state highway and intercity rail system from voter-approved sales tax measures. In the San Francisco Bay Area alone, voters have been responsible for approving over \$8 billion worth of improvements on the State Highway System over the last 20 years, from both sales tax measures and bridge toll increases. Seven of our nine counties have won voter approval for transportation sales tax measures, while the two remaining counties, Napa and Solano, plan to submit measures to the voters this June.

In many cases, the expenditure plans approved by voters include high-priority projects that are not fully funded, either because project costs have grown or because the project was too costly to fully fund at inception and the expenditure plan relied on state or federal funds that have yet to materialize. The infrastructure bond could help to deliver these projects and send a powerful message that local initiative will be rewarded.

## Principle 9: Support New User Fees

The governor's Strategic Growth Plan includes \$107 billion in funding for transportation. In addition to the \$12 billion in general obligation bonds, this includes \$47 billion in existing revenue and \$48 billion in new funding from a variety of sources — including GARVEE bonds, revenue bonds (backed by existing state and federal funds), and funds from local government (such as sales tax renewals), the federal government and the private sector (such as tolls and container fees).

Given that the state's share of state and federal gasoline taxes is already fully absorbed by the requirements of the SHOPP (i.e. state highway maintenance and safety projects), the Legislature should not approve revenue bonds unless they are backed by a new funding stream — such as a gas tax increase. MTC supports new user fees to supplement the proposed bond revenues and provide a higher level of annual funding for transportation.

### Build HOT Lanes for a More Efficient Highway System

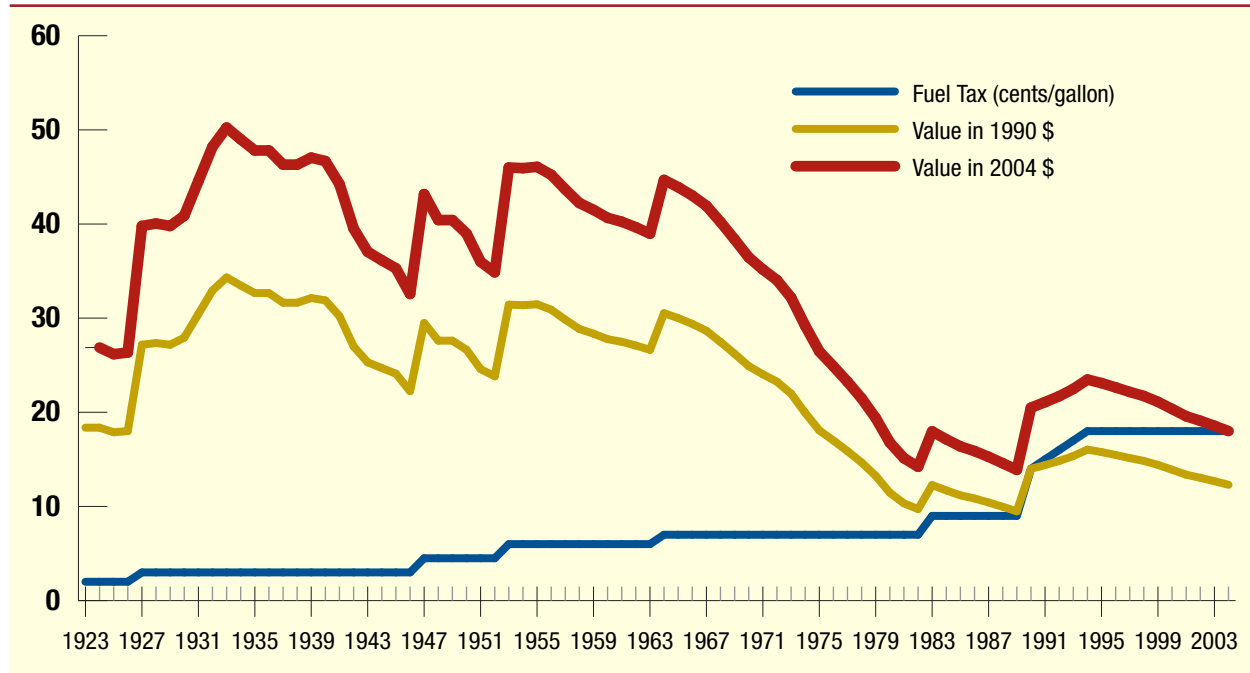
MTC supports the governor's proposal to authorize additional high-occupancy/toll (HOT) lanes, in which solo motorists pay a fee to use the carpool lane. HOT lanes are a win-win solution that gives motorists a form of insurance against congestion, while also generating additional transportation revenue to complete the carpool lane network for ridesharing and transit use.

In 2004, the Legislature approved AB 2032 (Dutra) to authorize the Santa Clara Valley Transportation Authority and the Alameda County Congestion Management Agency to each develop two HOT lane projects for up to four years. While this bill was an important start, it does not go far enough. MTC is currently conducting a HOT lane feasibility study that examines the region's entire high-occupancy vehicle lane network for potential HOT lane conversion. With the expectation that the study will reveal new opportunities for HOT lanes outside Santa Clara and Alameda counties, we urge the Legislature to give regional transportation planning agencies, such as MTC, the authority to develop HOT lanes throughout the state highway system.



Interstate 15 HOT lanes in San Diego County during the afternoon commute.

## California's Fuel Tax Loses Value



### Index the Gas Tax

Since the gasoline tax was last raised from 9 cents to 18 cents per gallon (over a four-year period starting in 1990), it has lost over 25 percent of its value due to inflation. In addition, the cost of materials used for transportation projects has grown even faster than the rate of inflation, further eroding the “bang for the buck” from each dollar generated. Today, California’s gas tax rate is lower than that of 36 other states, and is below the national average of 20.4 cents per gallon. MTC supports the recommendation by the Legislative Analyst’s Office to index the gas tax to the consumer price index. Several other states index their gas tax in this way, including Florida, Wisconsin and Maine.

While high gasoline prices over the last few years have made the subject of a gas tax increase appear to be a “third rail” topic for elected officials, the actual numbers demonstrate that a small increase in the state gasoline tax rate would have a negligible impact on the average Californian’s pocketbook. With approximately 17 billion gallons of gasoline and diesel fuel consumed annually, even a 2-cent increase per gallon would raise over \$340 million per year statewide and cost the average motorist only \$15 per year.



## Comparison of Bond Proposals

MTC Principle	SB 1024 (Perata)	Governor's Strategic Growth Plan	AB 1783 (Nuñez)
<b>1. Make a Difference</b> Be on a scale large enough to substantially reduce our region's vast transportation funding shortfalls.	✓	✓	
<b>2. Protect Proposition 42</b> Remove the suspension provision in Proposition 42 so voters can be assured that previously dedicated funding for transportation can be relied upon.	✓	✓	✓
<b>3. Multimodal Investments</b> Invest in a multimodal transportation system that embraces the diversity of needs in the Bay Area, including transit and highway improvements as well as goods movement, maintenance of the existing road network, transit security and emergency preparedness.	✓		✓
<b>4. Promote Transit-Oriented Development &amp; Affordable Housing</b> Promote policies that support livable communities, such as encouraging mixed-use and infill development within existing developed areas, bicycle and pedestrian improvements, and the development of more affordable housing.	✓		✓
<b>5. Allocate Majority of Funds to STIP or Programmatic Categories</b> Allocate the majority of funds to existing programs, such as the STIP; or to program-level funding categories, such as goods movement, security and emergency preparedness, air quality, bike and pedestrian, and Intelligent Transportation System (ITS) programs. For project-specific funding elements, we strongly encourage the full funding of a project.	✓		✓
<b>6. Expedite Project Delivery</b> Expedite project delivery by streamlining design and construction, and other proposals to improve project delivery in California.		✓	
<b>7. Protect the Environment</b> Include appropriate mitigation measures and protection of the environment.	✓	✓	✓
<b>8. Reward Self-Help Counties</b> Give consideration to the efforts of self-help counties that have generated additional revenue to improve the state highway and intercity rail system.	✓		
<b>9. Support New User Fees</b> Consider the addition of new user fees to augment the amount of the bond measures.		✓	✓

## Legislature's Leadership Helps Build Bridge to Bay Area's Future

*The California Legislature's passage of Assembly Bill 144 (Hancock) in July 2005 represents a decisive move to improve public safety — and a new beginning for the toll bridge seismic retrofit program. AB 144 consolidated administration of all toll bridge revenue under MTC's alter ego — the Bay Area Toll Authority (BATA). The bill also assigned BATA, along with Caltrans and the California Transportation Commission, important new responsibilities for oversight of the toll bridge construction and seismic retrofit program. BATA acknowledges this vote of confidence and is moving quickly to fulfill our new obligations and earn the continued trust of the Legislature.*

### Swift Action Yields Impressive Results

In July 2005, just days after the passage of AB 144, the three-agency Toll Bridge Project Oversight Committee (TBPOC) met and decided on a process to restart work on the stalled self-anchored suspension (SAS) span project — and proposed revised specifications and innovative bid procedures that were quickly approved. Re-advertisement of the SAS contract was on the street by August 1.



Clockwise from top: Computer-generated model of planned San Francisco-Oakland Bay Bridge East Span; progress on the skyway portion of the new East Span; the western pier for the SAS is in place on Yerba Buena Island.

All bridge images courtesy of CALTRANS

John Huseby, CALTRANS



The newly completed retrofit of the Richmond-San Rafael Bridge

With BATA now responsible for all state toll bridge revenues, we moved quickly to capitalize on our investment-quality credit rating and issue new toll-revenue bonds at historically low interest rates. In addition, in December 2005 BATA secured a special tax ruling from the Internal Revenue Service that will result in tens of millions of dollars in savings.

Last January, the TBPOC made the decision to postpone the bid opening from February 1, 2006 to March 22, 2006 to increase the probability of multiple bids. To minimize delay to the project, Caltrans will now take 30 days to review the bids instead of 60. The contract also contains incentives of \$50,000 per day, up to a total of \$9 million for early completion of the SAS portion of the new bridge.

### Retrofit Program Moves Closer to Goal Line

As work on the SAS project resumes, the remainder of the toll bridge seismic retrofit program is moving quickly toward completion. BATA teamed with Caltrans to celebrate completion of the Richmond-San Rafael Bridge retrofit in September 2005. And with the earlier completion of retrofit projects on the San Mateo-Hayward Bridge, the existing Benicia-Martinez Bridge, the 1958 vintage Carquinez Bridge and the West Span of the San Francisco-Oakland Bay Bridge, all but two of the original toll bridge seismic retrofit projects — the Bay Bridge East Span replacement and the Bay Bridge West Approach replacement — are now complete.

Not coincidentally, the two remaining projects present some of the biggest technical challenges. The Bay Bridge West Approach involves replacing the entire approach structure from Fifth Street in San Francisco to the west anchorage of the Bay Bridge, while maintaining existing traffic lanes for the weekday commute through one of the most densely developed neighborhoods in the Bay Area. Construction on the West Approach is nearly 60 percent complete, and the entire project is on track for completion in 2009.

The Bay Bridge East Span replacement project includes a sleek skyway section extending westward from Oakland as well as the landmark, single-tower SAS section that will span the deep-water channel near Yerba Buena Island. The skyway portion is already more than 80 percent finished and scheduled for completion in 2007. The entire new Bay Bridge East Span now is scheduled to open to traffic in 2013.



CALTRANS

The West Approach to the San Francisco-Oakland Bay Bridge is undergoing seismic strengthening.



## Electronic Toll Collection Puts Motorists on FasTrak™

The FasTrak™ electronic toll collection system administered by the Bay Area Toll Authority (BATA) allows motorists to prepay tolls on all eight of the Bay Area's toll bridges, eliminating the need to stop at the toll plaza. Customers can link their FasTrak™ accounts to a credit card, or use cash or checks to replenish their prepaid toll accounts. The payoff is twofold: reduced congestion at the toll plazas and reduced emissions from idling vehicles. To make electronic toll collection even more efficient, BATA in May 2005 consolidated two previously separate FasTrak™ customer service centers (one for the region's seven state-owned toll bridges and another for the Golden Gate Bridge) into a single facility, conveniently located in downtown San Francisco.

### Aggressive Promotion Expands FasTrak™ Market Share

FasTrak™ enrollment grew by nearly 18 percent in 2005, to more than 450,000 accounts throughout the Bay Area. To encourage even more drivers to switch to electronic toll collection, BATA is pursuing a multi-faceted strategy that combines improved customer service with an expanded number of FasTrak™-only lanes and targeted incentives. In a June 2005 promotion, BATA credited 5,000 new accounts with an additional \$15 in prepaid tolls. More than 13,000 customers responded to a December 2005 promotion in which new enrollees earned an additional \$10 in prepaid tolls.

FasTrak™ can be used to pay tolls in any lane at any of the Bay Area's eight toll bridges, as well as on lanes bearing the FasTrak™ logo on select highways in Southern California.

The system collects tolls via three basic components: a transponder (or toll tag) which is placed inside a motorist's vehicle; an overhead antenna, that reads the transponder and collects the toll; and video cameras to identify toll evaders. The FasTrak™ system tracks motorists' usage and account balances, and the FasTrak™ Customer Service Center sends monthly or quarterly statements via mail or e-mail that itemize each account holder's bridge use and account balance. Account holders also may check their balances online at [www.bayareafastrak.org](http://www.bayareafastrak.org). In addition, an electronic display at the bridge toll plaza will display messages such as "low balance" when an account reaches a preset threshold.



Portion of [www.bayareafastrak.org](http://www.bayareafastrak.org) highlighting our increased outreach



Cars move more quickly through the FasTrak™-only lanes at the San Mateo Bridge toll plaza.

## 511 Wins Praise on World Stage

*One of the star attractions at the 12th World Congress on Intelligent Transportation Systems held in San Francisco in November 2005 was MTC's award-winning 511 traveler information service, which provides current, on-demand information 24/7 — via phone or Web — on traffic conditions; transit routes, fares and schedules; and bicycling and carpool/vanpool options. Created through a joint effort with Caltrans, the California Highway Patrol and dozens of other partners, the toll-free 511 system has been a hit with Bay Area travelers, receiving more than 9 million calls since its debut in late 2002.*

The Bay Area 511 system — which generates more than 400,000 calls and 800,000 Web hits each month — boasts a range of services and innovations unparalleled by 511 systems anywhere else in the country. Among the latest innovations are 511 Driving Times<sup>SM</sup>, which uses several high-tech systems — including FasTrak<sup>TM</sup> electronic toll collection transponders — to calculate current travel times from point to point along the Bay Area freeway network, and 511 Arrival Times<sup>SM</sup>, which allows callers in San Francisco to find out when the next Muni train or streetcar will arrive at their stop.

Muni is the first Bay Area transit operator to offer real-time arrival information via 511. But other transit agencies are expected to follow suit in the months ahead. MTC has provided \$20 million to Muni and other transit operators to collect and disseminate real-time transit arrival information.

The 511 Transit page at [www.511.org](http://www.511.org) is home to the popular 511 TakeTransit<sup>SM</sup> online transit trip planning and information service, which is accessed by more than 700,000 computers and generates more than 200,000 personalized trip itineraries each month.

Ridesharing information is another hot item on the 511 menu, as rising gasoline prices and the threat of a summertime BART strike prompted record numbers of commuters to contact MTC's 511 Regional Rideshare Program in 2005 to find convenient ways to carpool, vanpool or even bicycle to work. Ridesharing helps commuters save both time and money by providing access to the Bay Area's growing network of carpool lanes and to free park-and-ride lots. Anyone in the nine-county region who is interested in carpooling or vanpooling can register at [www.511.org](http://www.511.org) and find the latest commute information and transit alternatives.



Peter Beeler

Rachel Garcia, 511's five millionth caller



511 home page featuring the expanded 511 DrivingTimes<sup>SM</sup> map



## New Policy to Deliver Bigger Bang for the Transit Buck

*The recent report to the Legislature from the Joint Policy Committee (JPC) of MTC, the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District — as required by Senate Bill 849 (Torlakson) — highlights MTC's partnership with other regional agencies to maintain and improve the Bay Area's renowned quality of life. An important goal emerging from the JPC is the construction of more housing throughout a network of neighborhoods linked by an efficient transportation system that offers residents multiple options for travel by car, foot, bicycle or public transit. MTC's newly adopted Transit-Oriented Development policy is the first step in turning this goal into reality.*



Peter Beeler

Transit-friendly development at the Santa Clara Valley Transportation Authority's (VTA's) Ohlone-Chynoweth Station in San Jose.

### Regional Transit Expansion Funds Conditioned on Supportive Land Use

To ease the regional housing shortage, promote cost-effective transit, create vibrant communities and preserve open space, MTC in 2005 adopted a Transit-Oriented Development (TOD) policy. The new policy, which applies to the Regional Transit Expansion Program the Commission adopted in 2001 as Resolution 3434 (see map on page 17), conditions discretionary MTC funding on supportive local land-use plans and policies.

The Bay Area is projected to grow by nearly 2 million people, and to add some 1.5 million jobs, over the next 25 years. Decisions on where and how to accommodate this growth are critical to the regional transportation system's ability to handle the increased demand. The more people who live, work and play near public transit stations, the more likely they are to ride transit instead of competing for scarce space on streets and highways. MTC's TOD policy will help stimulate the construction of at least 42,000 new housing units along the Bay Area's major new transit corridors, and help the region boost overall transit ridership by 59 percent by 2030.



The TOD policy includes three key elements:

- Corridor-based performance measures (shown in the table below) to quantify the minimum number of housing units required along the transit expansion corridor. Requirements vary according to the transit mode, with a higher threshold for more capital-intensive modes — such as BART — and lower thresholds for light rail, bus rapid transit, commuter rail and ferry service expansions. New below-market-rate housing is provided a 50 percent bonus towards meeting the housing-unit threshold;
- Station area plans to help local governments meet the new housing requirements, and to plan for jobs, station access, parking and other amenities within a half-mile of planned stations; and
- Corridor working groups to bring together local government staff, transit agencies, county congestion management agencies and other key stakeholders to help develop the station area plans.

### Housing-Unit Thresholds — Average per Station Area

Project Type	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing-Unit Threshold	3,850	3,300	2,750	2,200	750

Each corridor is evaluated for the housing-unit threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.

Threshold figures above are an average per station area based on both existing land uses and planned development within a half-mile of all stations.



MTC Archives

New housing at the Richmond Transit Village located next to the Richmond BART/Capitol Corridor Station.

As shown in the table below, some transit expansion projects already meet the housing-unit thresholds established by the policy, while others do not.

MTC has awarded eight grants through the \$2.8 million pilot cycle of the new Station Area Planning Grant Program. These include:

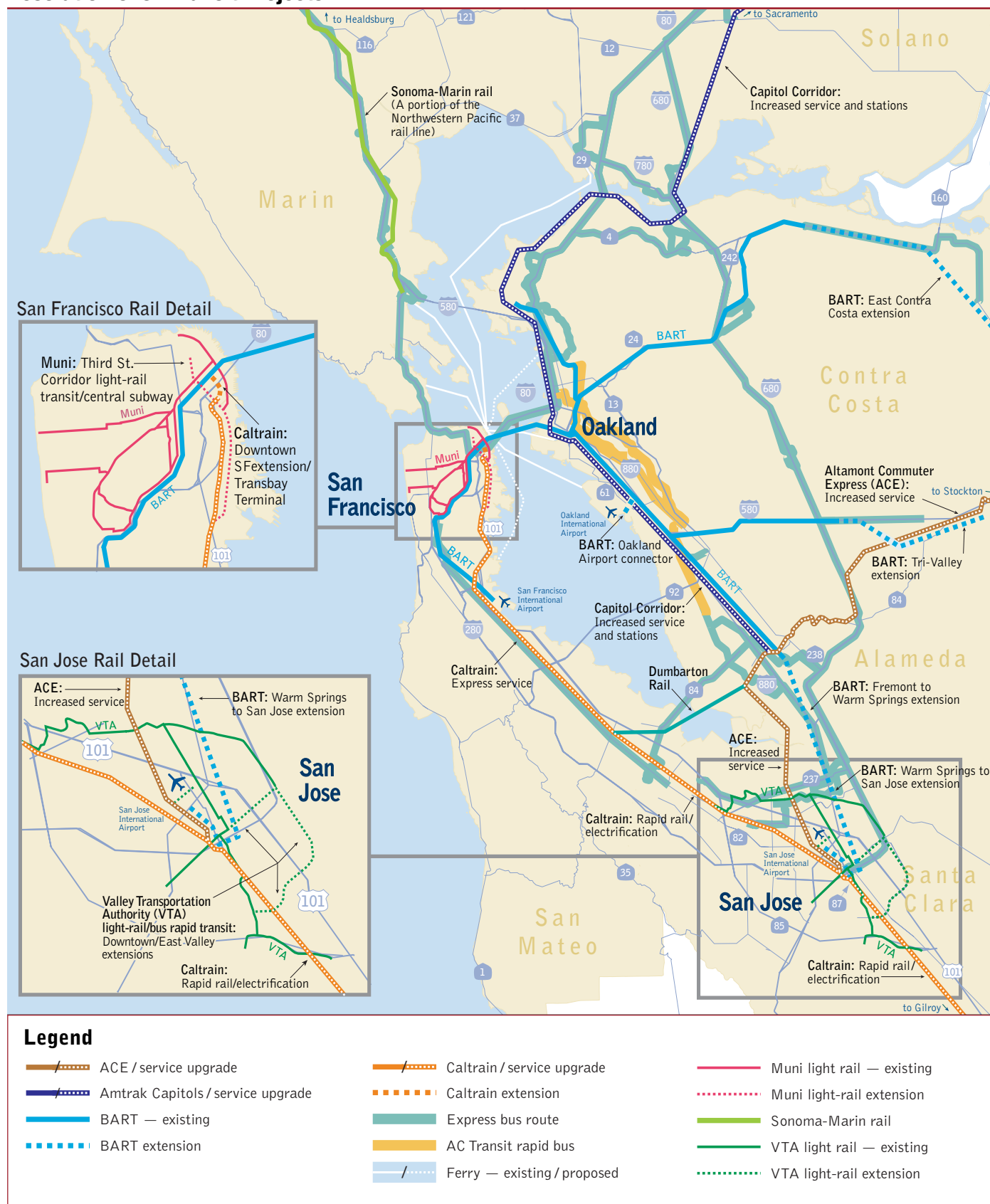
- \$221,000 for the Alameda Point ferry terminal in Alameda
- \$500,000 for stations along the e-BART corridor in eastern Contra Costa County
- \$250,000 for the proposed Fairfield Multimodal Station
- \$225,000 for the Menlo Park Station along the proposed Dumbarton Rail line
- \$115,000 for the Dublin/Pleasanton BART Station and the Hacienda Business Park in Pleasanton
- \$600,000 to San Jose and Santa Clara for the neighborhoods around the Santa Clara Caltrain/Amtrak/ACE Station
- \$450,000 for AC Transit's bus rapid transit station in downtown San Leandro
- \$500,000 for a proposed SMART rail station in downtown Santa Rosa

### Resolution 3434 Transit Expansion Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold is met with current development?
<b>BART East Contra Costa Rail Extension</b>	BART/CCTA	Commuter Rail	No
<b>BART — Downtown Fremont to San Jose/ Santa Clara</b> (a) Fremont to Warm Springs (b) Warm Springs to San Jose/BART extension	Santa Clara	(a) BART (b) VTA	No
<b>AC Transit Berkeley/Oakland/ San Leandro Bus Rapid Transit: Phase 1</b>	AC Transit	Bus Rapid Transit	Yes
<b>Caltrain Downtown Extension/Rebuilt Transbay Terminal</b>	TJPA	Commuter Rail	Yes
<b>Muni Third Street Light-Rail Transit Project Phase 2 — New Central Subway</b>	Muni	Light Rail	Yes
<b>Sonoma-Marin Rail</b>	SMART	Commuter Rail	No
<b>Dumbarton Rail</b>	SMTA, ACCMA, VTA, ACTIA	Capitol Corridor Commuter Rail	No
<b>Expanded Ferry Service Phase 1:</b> Berkeley, Alameda/Oakland/Harbor Bay, and South San Francisco to San Francisco (Note)	WTA	Ferry	No
<b>Expanded Ferry Service Phase 2:</b> Alameda to South San Francisco, and Hercules, Antioch, Treasure Island, Redwood City and Richmond to San Francisco (Note)	WTA	Ferry	No

Note: For the purposes of the TOD policy, the WTA Ferry Expansion "Corridor" consists of all new terminals planned in Phase 1 and Phase 2.

## Resolution 3434 Transit Projects





## Providing a Transportation Lifeline

*Low-income residents have fewer mobility options and therefore require special attention in transportation planning. MTC's long-range plan — Transportation 2030 — commits \$216 million in new revenues for our Lifeline Transportation Program to address mobility needs for residents of low-income communities throughout the Bay Area.*

In 2000, MTC launched its award-winning Low Income Flexible Transportation (LIFT) program, funded by a combination of state, local and federal transportation funds, as well as social service matching funds, to improve transportation options for low-income Bay Area residents. To date, nearly \$21 million has been invested in a total of 32 pilot projects to provide a variety of unique, locally-based transportation services, including new and expanded public transit services, children's shuttles, auto-loan programs, rideshare activities and guaranteed-ride-home programs.

In response to recommendations from the *Lifeline Transportation Network Report* and the *Environmental Justice Report* conducted as part of the 2001 *Regional Transportation Plan*, MTC launched the Community-Based Transportation Planning Program in 2002. This collaborative planning process brings together residents in minority and low-income communities, the community and faith-based organizations that serve them, transit operators, congestion management agencies and MTC to help set priorities and evaluate options for filling transportation gaps.

### Local Participation Is Key

Community-based transportation plans include locally-identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- Emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- Foster collaboration between local residents, community-based organizations, transit operators, congestion management agencies and MTC; and
- Build community capacity by involving community-based organizations in the planning process.



The community-based planning process involves local residents in improving their communities.



MTC's LIFT and Lifeline programs serve segments of the Bay Area's population that have fewer mobility options.

### Pilot Program a Success

As a result of the five plans completed to date, several project sponsors successfully competed for MTC's LIFT funding in late 2004, enabling the following projects to move forward.

- A partnership between the city of East Palo Alto and Opportunities Industrialization Centers West — a community organization — will provide on-demand shuttle service for youth to improve access to jobs. Additionally, a free shuttle connecting East Palo Alto with Caltrain, bus routes and jobs will be expanded.
- The Napa County Transportation Planning Agency will initiate a shuttle with a flexible route to provide access to jobs in the early mornings, evenings and weekends.
- A new, subsidized taxi service for low-income residents of Dixon and the surrounding areas will improve access to employment, medical and shopping destinations.
- The Neighborhood House of North Richmond received funds to purchase bus benches and to support a transportation coordinator who will provide information about transportation options in multiple languages and coordinate several training programs on how to use transportation services.

The Community-Based Transportation Planning program guidelines identify 25 low-income Bay Area neighborhoods. With completion of five pilot reports — and an additional nine underway — MTC has a goal of completing the remaining plans by 2007.

### Locals Take the Lead on the Lifeline Transportation Program

In a nod to the bottoms-up planning associated with the Lifeline Transportation Program, MTC has delegated administration of the program to county congestion management agencies (CMAs). Target funding amounts for each county are based on that county's share of the region's low-income population.

State Transit Assistance revenues available under Proposition 42 will be the primary funding source for the Lifeline program. However, because these funds are not expected to be available until 2008, MTC has identified interim revenues totaling some \$18 million, primarily from discretionary federal sources. MTC and the CMAs, in partnership with local social service, nonprofit and community-based organizations, are co-hosting informational workshops to inform interested stakeholders about overall program guidelines and the process for funding eligible projects. CMAs will be issuing calls for projects beginning this spring.





# Projects and Programs By County

Alameda **22**

Contra Costa **24**

Marin **26**

Napa **28**

San Francisco **30**

San Mateo **32**

Santa Clara **34**

Solano **36**

Sonoma **38**

# Alameda County

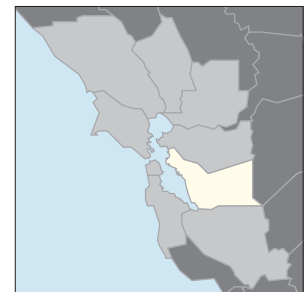
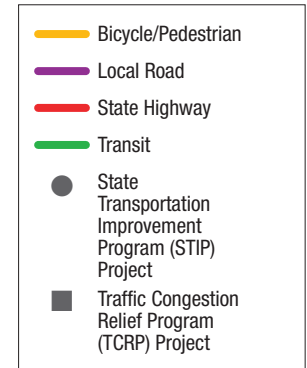
## Project Funding at Risk

### State Transportation Improvement Program (STIP)

- 1** AC Transit Berkeley/Oakland/San Leandro Corridor MIS Phase 2  
STIP Funds: \$2,700,000
- 2** AC Transit Bus Rapid Transit International/Telegraph  
STIP Funds: \$1,000,000  
  
AC Transit Bus Component Rehabilitation  
STIP Funds: \$4,500,000 (*not mapped*)  
  
AC Transit Rehabilitation Project  
STIP Funds: \$6,628,000 (*not mapped*)  
  
AC Transit Districtwide Maintenance Facility Upgrade  
STIP Funds: \$3,705,000 (*not mapped*)  
  
AC Transit Expansion of Satellite-Based Global Tracking Communication System  
STIP Funds: \$1,000,000 (*not mapped*)
- 3** ACE Track Improvements  
STIP Funds: \$1,000,000  
  
BART Stations Renovation  
STIP Funds: \$3,248,000 (*not mapped*)
- 4** BART-Oakland Airport Connector  
STIP Funds: \$48,000,000
- 5** Emeryville Amtrak Station Intermodal Improvements  
STIP Funds: \$6,310,000
- 6** I-80 Sound Barrier Near Berkeley Aquatic Park  
STIP Funds: \$2,986,000
- 7** I-238 Northbound Widening  
STIP Funds: \$4,059,000
- 8** I-580 Eastbound and Westbound Auxiliary & HOV Lanes  
STIP Funds: \$26,009,000
- 9** I-580 San Leandro Noise Barrier  
STIP Funds: \$5,877,000
- 10** I-680 Sunol Grade Northbound HOV Lane  
STIP Funds: \$25,080,000  
I-680 Sunol Grade Southbound HOV Lane  
STIP Funds: \$37,324,000
- 11** I-880 Access Improvements at 42nd Avenue/High Street  
STIP Funds: \$4,090,000
- 12** I-880 at Route 262 Landscaping  
STIP Funds: \$3,640,000
- 13** LAVTA New Satellite Facility  
STIP Funds: \$5,500,000
- 14** Mandela Parkway Extension Widening and Turn Pockets  
STIP Funds: \$1,900,000
- 15** Route 24 Caldecott Tunnel – Fourth Bore  
STIP Funds: \$46,000,000
- 16** Route 84 – 4-lane Expressway on New Alignment  
STIP Funds: \$10,000,000
- 17** Tinker Avenue Extension and College of Alameda Transit Center  
STIP Funds: \$4,000,000
- 18** Union City Intermodal Station  
STIP Funds: \$16,794,000
- 19** Vasco Road Safety Improvements – Phase 1  
STIP Funds: \$3,900,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 20** ACE Commuter Rail Improvements in Livermore Valley  
TCRP Funds: \$1,000,000
- 21** BART Extension to San Jose  
TCRP Funds: \$660,885,000  
  
BART Seismic Retrofit  
TCRP Funds: \$11,530,000 (*not mapped*)  
  
Bay Area Transit Connectivity Study (I-580 Livermore Corridor)  
TCRP Funds: \$12,600,000 (*not mapped*)
- 22** I-580 HOV Lanes in Livermore Valley  
TCRP Funds: \$18,000,000
- 23** I-680 Northbound HOV Lane Over Sunol Grade  
TCRP Funds: \$58,000,000
- 24** Pedestrian Bridge Over Union Pacific Railroad Lines  
TCRP Funds: \$1,880,000
- 25** Route 24 Caldecott Tunnel – Fourth Bore  
TCRP Funds: \$5,000,000
- 26** Vasco Road Safety/Transit Enhancements  
TCRP Funds: \$7,554,000







# Contra Costa County

## Project Funding at Risk

### State Transportation Improvement Program (STIP)

- 1** BART Pittsburg/Bay Point Station: Terminal Automation System  
STIP Funds: \$1,800,000
- 2** BART Richmond Station: Additional Parking  
STIP Funds: \$4,100,000
- 3** BART Stations: Bicycle Pavilions  
STIP Funds: \$450,000
- 4** Camino Tassajara: Bikeway Shoulders  
STIP Funds: \$324,000
- 5** Delta DeAnza Trail Gap Closure  
STIP Funds: \$311,000
- 6** eBART Extension  
STIP Funds: \$250,000
- 7** Hercules – New Intercity Rail Station  
STIP Funds: \$5,097,000
- 8** I-680/Route 4 Interchange – Phase 1 (northbound I-680 to westbound Route 4)  
STIP Funds: \$1,310,000
- 9** Martinez Intermodal Station – Phase 3  
STIP Funds: \$5,500,000

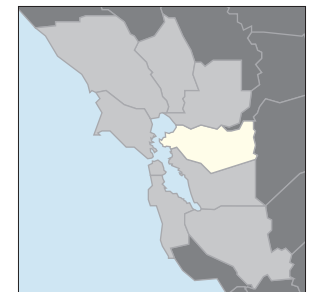
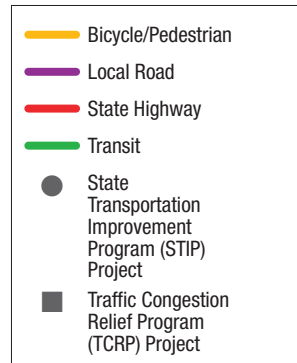
- 10** Richmond Parkway Transit Center and Access Improvements  
STIP Funds: \$8,700,000
- 11** Route 4 East Widening From Loveridge to Somersville  
STIP Funds: \$23,035,000
- 12** Route 4 East Widening From Somersville to Route 160  
STIP Funds: \$20,589,000
- 13** Route 4 East Offramp Improvements at Hillcrest Avenue  
STIP Funds: \$4,450,000
- 14** Route 24 Caldecott Tunnel – Fourth Bore  
STIP Funds: \$46,000,000

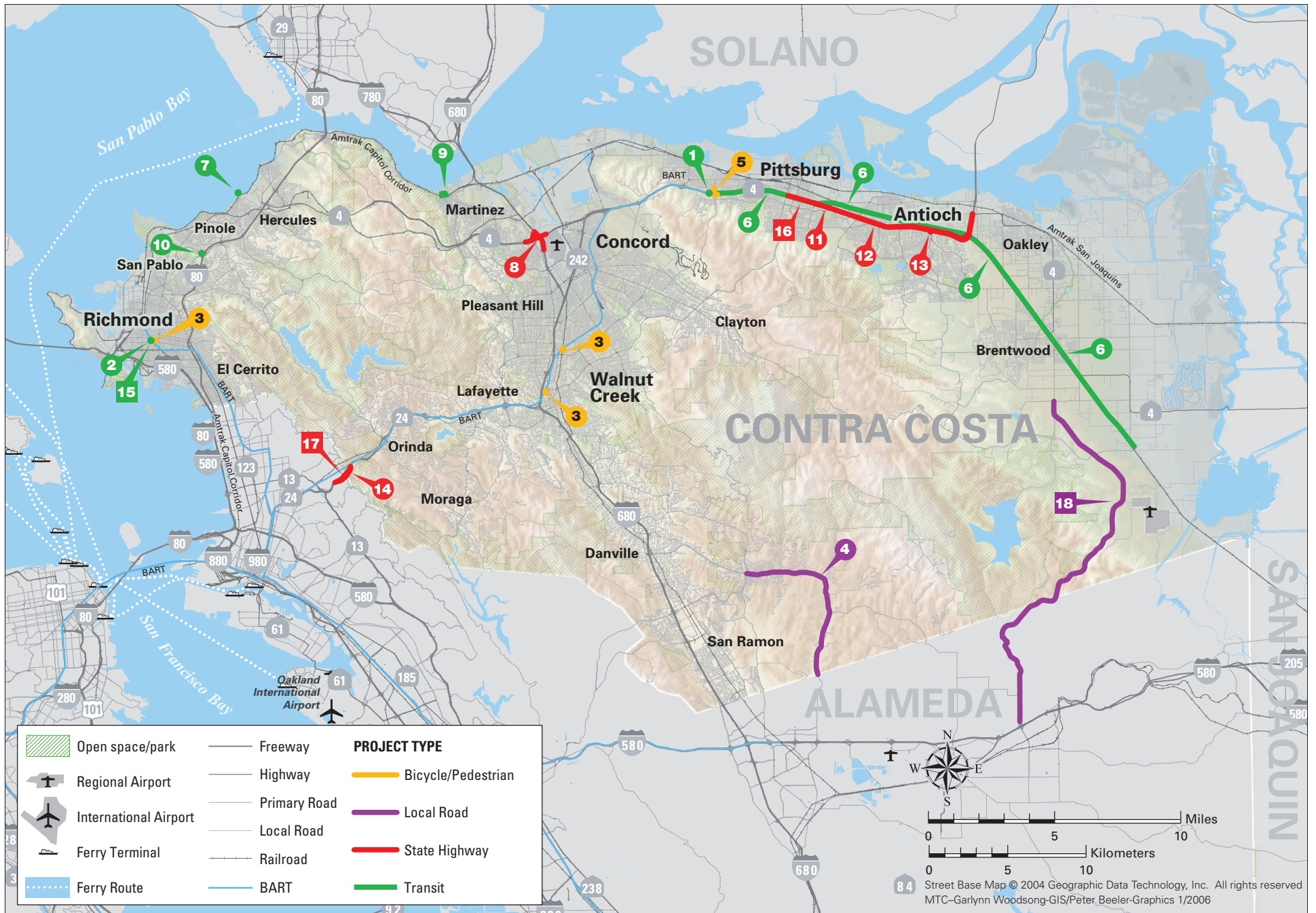
### Proposition 42 Traffic Congestion Relief Program (TCRP)

BART Seismic Retrofit  
TCRP Funds: \$11,530,000  
(not mapped)

Bay Area Transit Connectivity Study (West County and Route 4 Corridors)  
TCRP Funds: \$12,600,000  
(not mapped)

- 15** Richmond BART Transit Village Parking Structure  
TCRP Funds: \$4,320,000
- 16** Route 4 Widening – Railroad Avenue to Loveridge Road  
TCRP Funds: \$14,000,000
- 17** Route 24 – Caldecott Tunnel Fourth Bore  
TCRP Funds: \$5,000,000
- 18** Vasco Road Safety/Transit Enhancements  
TCRP Funds: \$7,554,000





# Marin County

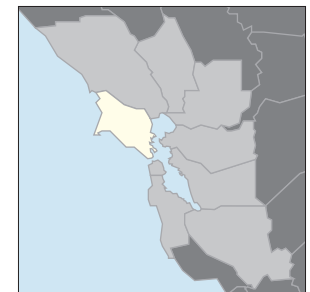
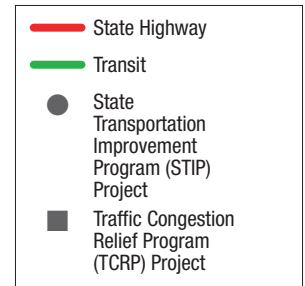
## Project Funding at Risk

### State Transportation Improvement Program (STIP)

- 1** **Novato Transit Hub**  
STIP Funds: \$3,000,000
- 2** **Route 1 Wildlife Crossings**  
STIP Funds: \$775,000
- 3** **U.S. Highway 101 Golden Gate Botanical Management Area**  
STIP Funds: \$300,000
- 4** **U.S. Highway 101 HOV Lane Gap Closure**  
STIP Funds: \$12,673,000
- 5** **U.S. Highway 101 Novato Narrows Freeway Upgrade**  
STIP Funds: \$26,326,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 6** **New Commuter Rail Service – Cloverdale to San Rafael**  
TCRP Funds: \$29,300,000
- 7** **North Coast Railroad Track Repair and Upgrades**  
TCRP Funds: \$10,205,000
- 8** **U.S. Highway 101 Novato Narrows Freeway Upgrade**  
TCRP Funds: \$15,400,000







# Napa County

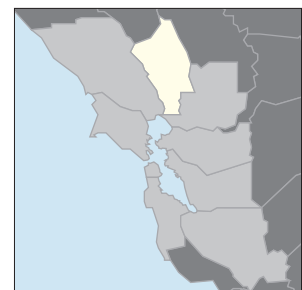
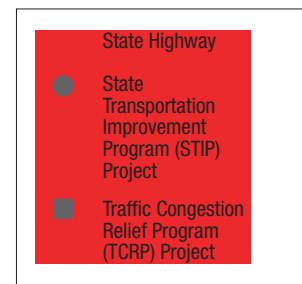
## Project Funding at Risk

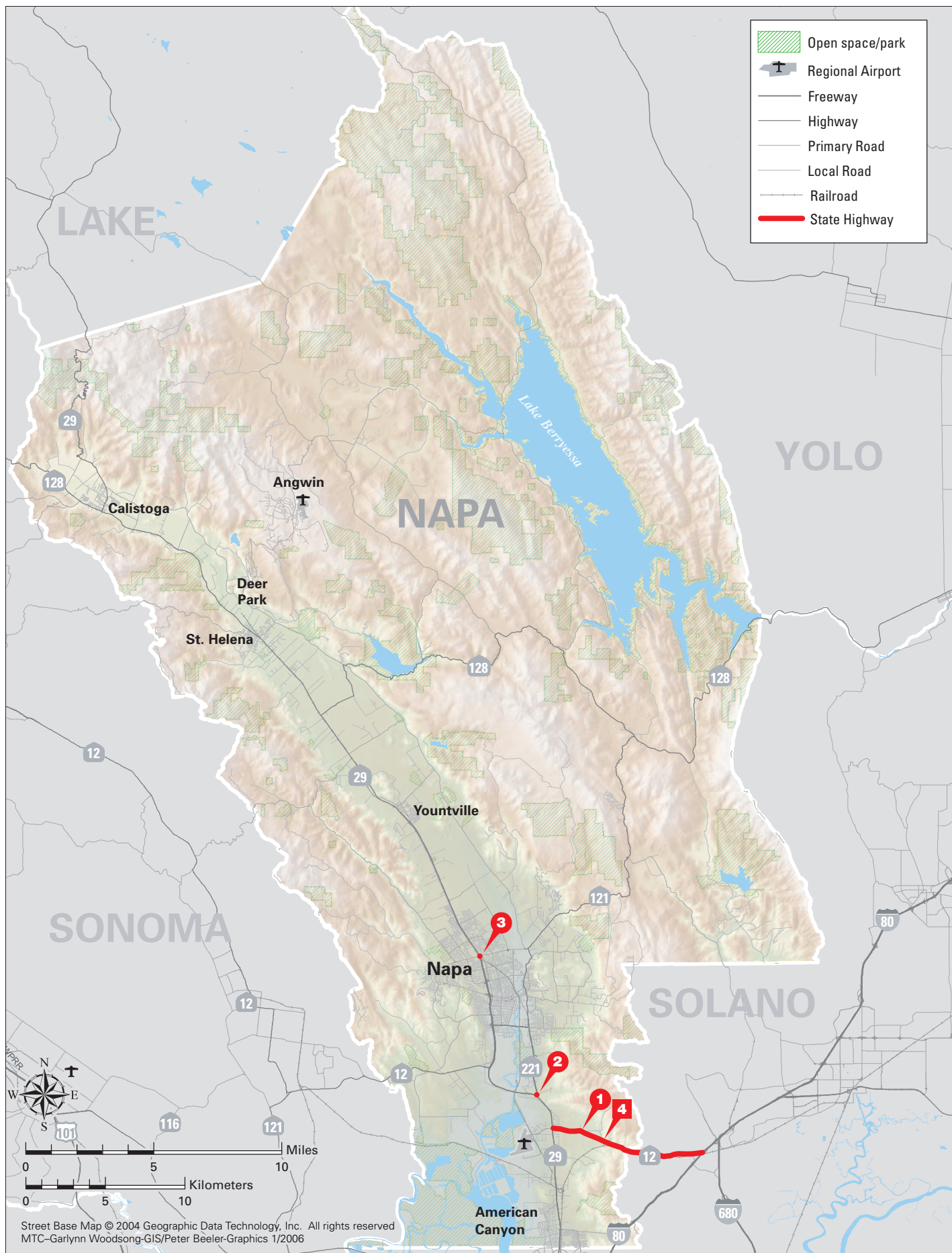
### State Transportation Improvement Program (STIP)

- 1** Jamieson Canyon Road (Route 12)  
Widening  
STIP Funds: \$4,000,000
- 2** Routes 12/29/221 Intersection  
Improvements  
STIP Funds: \$4,200,000
- 3** Route 29/Trancas Street Interchange  
Improvements  
STIP Funds: \$740,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 4** Jamieson Canyon Road (Route 12)  
Widening  
TCRP Funds: \$2,900,000







# City and County of San Francisco

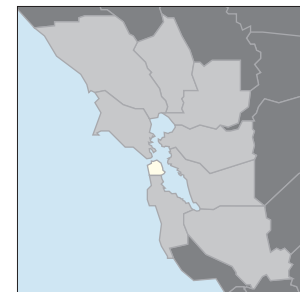
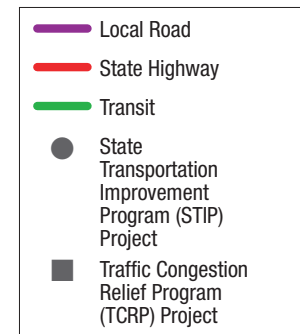
## Project Funding at Risk

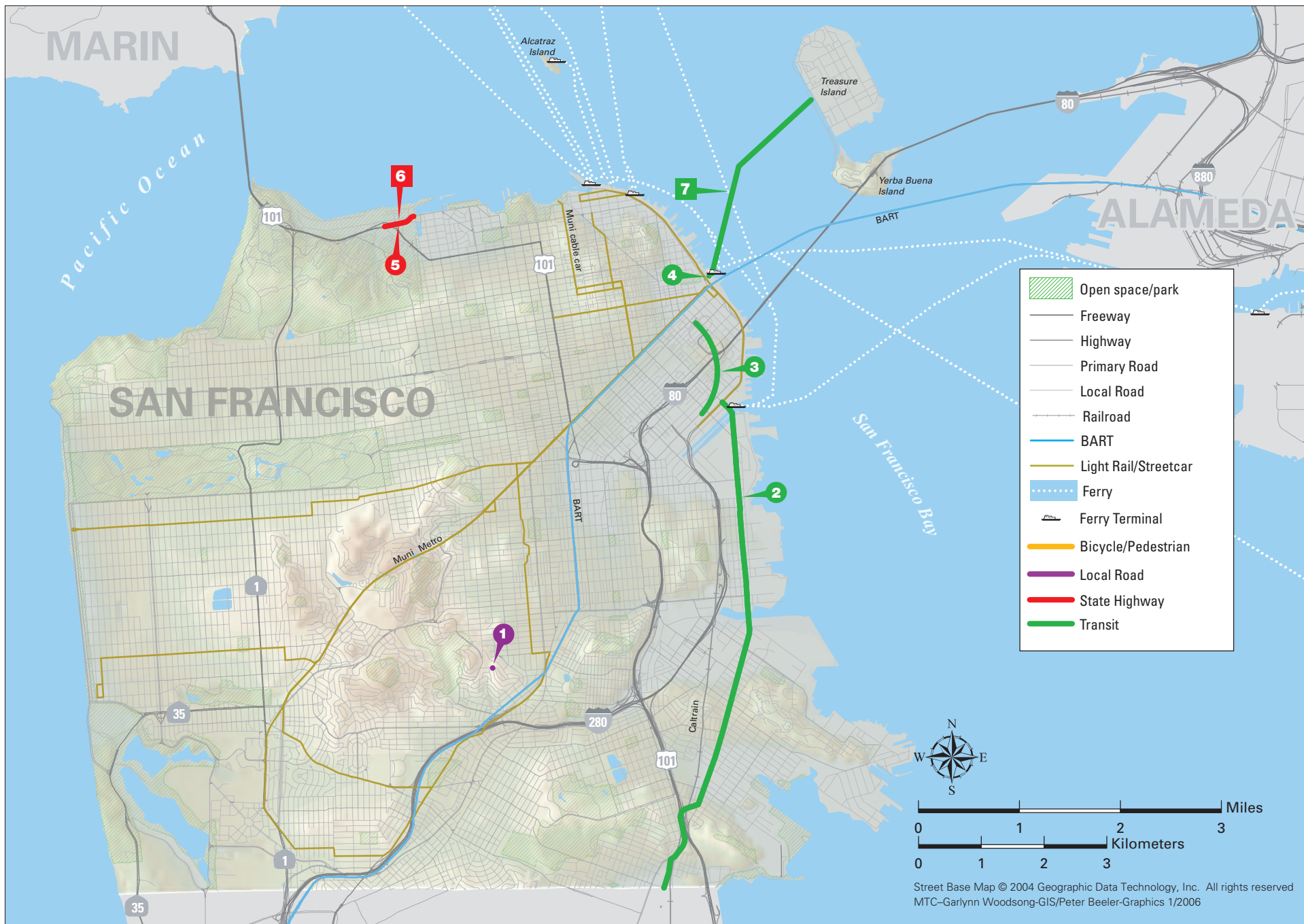
### State Transportation Improvement Program (STIP)

- 1** Addison and Digby Traffic Circle Safety Improvements  
STIP Funds: \$200,000
- 2** Muni Third Street Light-Rail Extension (AB 3090 Cash Reimbursement)  
STIP Funds: \$22,570,000
- 3** Caltrain Downtown Extension to Rebuilt Transbay Terminal  
STIP Funds: \$3,391,000
- 4** San Francisco Ferry Terminal Berth  
STIP Funds: \$1,000,000
- 5** U.S. Highway 101 Doyle Drive Replacement  
STIP Funds: \$12,101,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- BART Seismic Retrofit  
TCRP Funds: \$11,530,000  
(not mapped)
- 6** U.S Highway 101 Doyle Drive Reconstruction  
TCRP Funds: \$12,000,000
  - 7** Treasure Island Ferry Service  
TCRP Funds: \$1,850,000





# San Mateo County

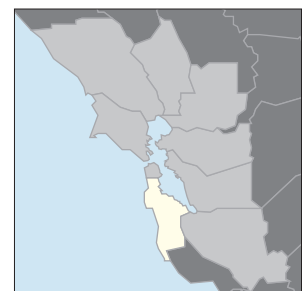
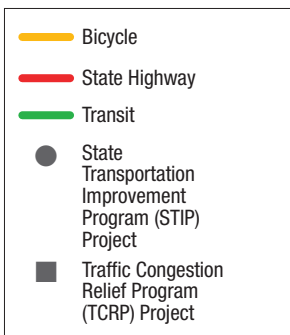
## Project Funding at Risk

### State Transportation Improvement Program (STIP)

- 1** BART-SFO Extension  
Bicycle/Pedestrian Path  
STIP Funds: \$2,120,000  
  
Countywide Intelligent Transportation Systems Project  
STIP Funds: \$1,977,000  
(not mapped)
- 2** Devil's Slide Bypass  
STIP Funds: \$1,500,000
- 3** El Camino Real Signal Coordination  
- Menlo Park to Millbrae  
STIP Funds: \$5,000,000
- 4** Route 1 - Calera Parkway  
STIP Funds: \$1,500,000
- 5** Route 92 Shoulder Widening and Curve Correction  
STIP Funds: \$11,636,000
- 6** Route 92 Truck Climbing Lane  
STIP Funds: \$12,540,000
- 7** Tilton-Poplar Grade Separation  
STIP Funds: \$9,103,000
- 8** U.S. Highway 101 Auxiliary Lane  
From Third Avenue to Millbrae  
STIP Funds: \$45,848,000
- 9** U.S. Highway 101 Auxiliary Lane and Landscaping from Marsh Road to Santa Clara County Line  
STIP Funds: \$9,021,000
- 10** U.S. Highway 101 – Willow Road Interchange Reconstruction  
STIP Funds: \$20,046,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 11** Caltrain Peninsula Corridor Grade Separations at Linden, Poplar and 25th avenues  
TCRP Funds: \$14,000,000







# Santa Clara County

## Project Funding at Risk

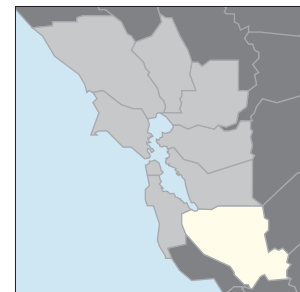
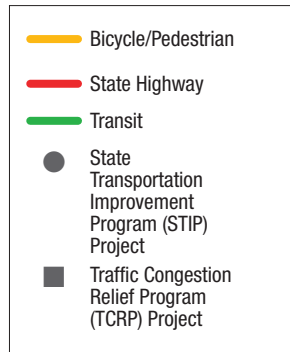
### State Transportation Improvement Program (STIP)

- 1** Borregas Avenue Bicycle/Pedestrian Bridges Over U.S. Highway 101 and Route 237  
STIP Funds: \$3,700,000
- 2** Caltrain San Jose to Santa Clara – Fourth Main Track  
STIP Funds: \$17,900,000
- 3** I-280 Soundwall – Bird Avenue to Los Gatos  
STIP Funds: \$3,575,000
- 4** I-680 Soundwalls – Capitol Expressway to Mueller  
STIP Funds: \$3,552,000
- 5** I-680 Sunol Grade – Northbound HOV Lane  
STIP Funds: \$25,080,000
- 6** I-680 Sunol Grade – Southbound HOV Lane  
STIP Funds: \$37,324,000
- 7** I-880 Soundwalls – I-280 to Stevens Creek Boulevard  
STIP Funds: \$2,377,000

- 8** Route 87 Guadalupe Freeway Corridor Landscaping  
STIP Funds: \$4,500,000
- 9** Route 152 – Passing and Truck Climbing Lanes  
STIP Funds: \$8,646,000
- 10** Route 156 Widening and Interchange Improvements at Route 152 (Casa de Fruta)  
STIP Funds: \$11,390,000
- 11** Route 237/I-880 Interchange Landscaping  
STIP Funds: \$1,336,000
- 12** San Tomas Aquino Creek Trail  
STIP Funds: \$2,000,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 13** BART Extension to San Jose  
TCRP Funds: \$660,885,000
- 14** Caltrain Extension to Gilroy  
TCRP Funds: \$33,000,000
- 15** Caltrain Extension to Salinas in Monterey County  
TCRP Funds: \$19,000,000
- 16** I-680 Northbound HOV Lane Over Sunol Grade, Milpitas to Route 84  
TCRP Funds: \$58,000,000









# Solano County

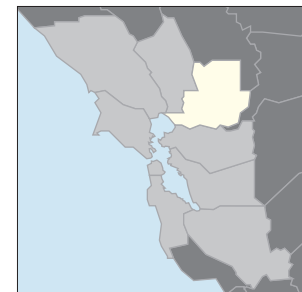
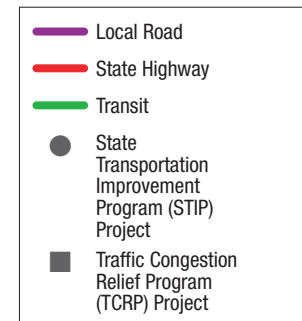
## Project Funding at Risk

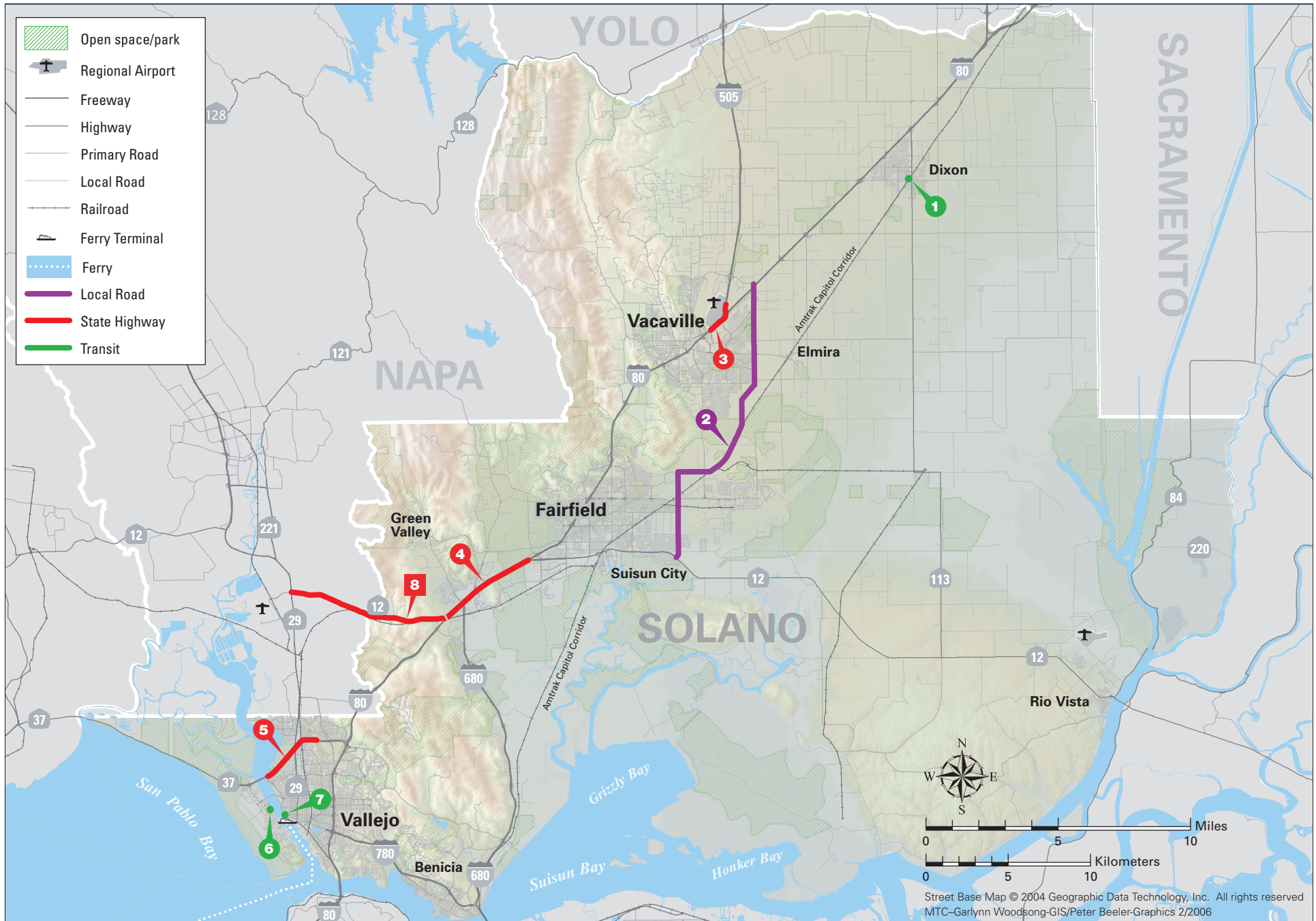
### State Transportation Improvement Program (STIP)

- 1** Dixon Intermodal Facility  
STIP Funds: \$543,000
- 2** I-80 Reliever Route/Jepson Parkway –  
Between Route 12 and I-80 on Vanden and  
Leisure Town Roads  
STIP Funds: \$25,115,000
- 3** I-80/I-505 Weave Correction  
STIP Funds: \$1,000,000
- 4** I-80/I-680/Route 12 North Connector –  
Phase 2  
STIP Funds: \$16,412,000
- 5** Route 37 From Napa River to Route 29 –  
Planting Mitigation  
STIP Funds: \$3,487,000
- 6** Vallejo Ferry Maintenance Facility  
STIP Funds: \$425,000
- 7** Vallejo Intermodal Station –  
Parking Structure for Baylink Ferry and  
Bus Facilities  
STIP Funds: \$11,528,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 8** Jamieson Canyon Road (Route 12)  
Widening  
TCRP Funds: \$2,900,000





# Sonoma County

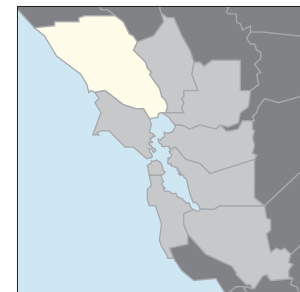
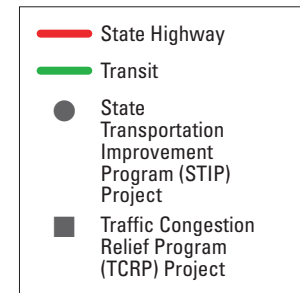
## Project Funding at Risk

### State Transportation Improvement Program (STIP)

- 1** U.S. Highway 101 HOV Lanes Between Rohnert Park and Petaluma  
STIP Funds: \$36,403,000
- 2** U.S. Highway 101 HOV Lanes – College Avenue and 6th Street  
STIP Funds: \$3,290,000
- 3** U.S. Highway 101 HOV Lanes From Rohnert Park to Santa Rosa Avenue  
STIP Funds: \$10,000,000
- 4** U.S. Highway 101 HOV Lanes From Santa Rosa to Windsor  
STIP Funds: \$5,000,000
- 5** U.S. Highway 101 HOV Lanes From Route 12 to Steele Lane – Landscaping  
STIP Funds: \$2,070,000
- 6** U.S. Highway 101 Wilfred Avenue to Route 12 – Soundwall and Plantings  
STIP Funds: \$2,443,000
- 7** U.S. Highway 101 – Novato Narrows Freeway Upgrade  
STIP Funds: \$26,326,000
- 8** U.S. Highway 101 – Southbound Auxiliary Lane Route 116 to East Washington  
STIP Funds: \$4,000,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 9** New Commuter Rail Service – Cloverdale to San Rafael  
TCRP Funds: \$29,300,000
- 10** North Coast Railroad Track Repair and Upgrades  
TCRP Funds: \$10,205,000
- 11** U.S. Highway 101 Marin/Sonoma Novato Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway  
TCRP Funds: \$15,400,000







# Bay Area Partnership Board and MTC Advisory Committees

## Transit Operators

**Alameda-Contra Costa Transit District (AC Transit)**

RICK FERNANDEZ 510.891.4753

**Bay Area Rapid Transit District (BART)**

TOM MARGRO 510.464.6065

**Bay Area Water Transit Authority**

STEVEN CASTLEBERRY 415.291.3377

**Central Contra Costa Transit Authority (County Connection)**

RICK RAMACIER 925.676.1976

**Eastern Contra Costa Transit Authority (Tri Delta)**

JEANNE KRIEG 925.754.6622

**Golden Gate Bridge, Highway & Transportation District**

CELIA KUPERSMITH 415.923.2203

**Livermore Amador Valley Transit Authority (WHEELS)**

BARBARA DUFFY 925.455.7555

**San Francisco Municipal Railway (Muni)**

NATHANIEL FORD 415.701.4720

**San Mateo County Transit District (SamTrans)/Peninsula Corridor Joint Powers Board (Caltrain)**

MIKE SCANLON 650.508.6221

**Santa Clara Valley Transportation Authority (VTA)**

MICHEAL T. BURNS 408.321.5559

**Santa Rosa Department of Transit & Parking**

ROBERT DUNLAVEY 707.543.3325

**Sonoma County Transit**

BRYAN ALBEE 707.585.7516

**Western Contra Costa Transit Authority**

CHARLIE ANDERSON 510.724.3331

**Vallejo Transit**

JOHN HARRIS 707.648.5241

## Airports and Seaports

**Port of Oakland**

JERRY BRIDGES 510.627.1339

**Livermore Municipal Airport**

LEANDER HAURI 925.373.5280

## Regional Agencies

**Association of Bay Area Governments**

HENRY GARDNER 510.464.7910

**Bay Area Air Quality Management District**

JACK BROADBENT 415.749.5052

**Metropolitan Transportation Commission**

STEVE HEMINGER 510.817.5810

**San Francisco Bay Conservation & Development Commission**

WILL TRAVIS 415.352.3600

**Transbay Joint Powers Authority**

MARIA AYERDI 415.597.4620

## Congestion Management Agencies

**Alameda County Congestion Management Agency**

DENNIS FAY 510.836.2560

**City/County Association of Governments of San Mateo County**

RICHARD NAPIER 650.599.1420

**Contra Costa Transportation Authority**

ROBERT MCCLEARY 925.256.4724

**Transportation Authority of Marin**

DIANNE STEINHAUSER 415.499.6528

**Napa County Transportation Planning Agency**

MICHAEL ZDON 707.259.8634

**San Francisco County Transportation Authority**

JOSÉ LUIS MOSCOVICH 415.522.4803

**Santa Clara Valley Transportation Authority**

CAROLYN GONOT 408.321.5623

**Solano Transportation Authority**

DARYL HALLS 707.424.6007

**Sonoma County Transportation Authority**

SUZANNE WILFORD 707.565.5373

## Public Works Directors

**City of San Jose**

JIM HELMER 408.535.3830

**County of Sonoma**

DAVID KNIGHT 707.565.2231

**County of Alameda**

DONALD LA BELLE 510.670.5455

**City of San Mateo**

LARRY PATTERSON 650.522.7303

## State

**California Air Resources Board**

CATHERINE WITHERSPOON 916.445.4383

**California Highway Patrol, Golden Gate Division**

CATHY SULINSKY 707.648.4180

**California Transportation Commission**

JOHN BARNA 916.654.4245

**Caltrans District 4**

BIJAN SARTIPI 510.286.5900

## Federal

**Environmental Protection Agency, Region 9**

WAYNE NASTRI 415.947.8702

**Federal Highway Administration, California Division**

GENE K. FONG 916.498.5014

**Federal Transit Administration, Region 9**

LESLIE ROGERS 415.744.3133

## MTC Advisory Committees

**Advisory Council**

MICHAEL CUNNINGHAM, CHAIR  
415.981.6600

**Elderly and Disabled Advisory Committee**

PAUL BRANSON, CHAIR  
925.313.1702

**Minority Citizens Advisory Committee**

CARLOS VALENZUELA, CHAIR  
650.403.4300, ext. 4115

**Graphic design:** Peter Beeler, Michele Stone

**Cover design:** David L. Cooper

**Cover photographs:** (top) San Francisco-Oakland Bay Bridge East Span construction

(bottom left) FasTrak™ lanes at the Carquinez Bridge

(bottom right) Transit-Oriented Development near Ohlone-Chynoweth Station, San Jose

**Maps:** Peter Beeler and Garlynn Woodsong





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